

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONGKONG" 2,363 tons Captain H. D. Jones.
 "POWAN" 2,338 " " W. A. Valentine.
 "FATSHAN" 2,260 " " R. D. Thomas.
 "HANKOW" 3,973 " " O. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lonsdale.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGKONG" 2,363 tons Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sun day Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,100 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Wilcox.
 "NANNING" 569 " " C. Buichart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahu, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Fing-Han, Tak-Fung, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

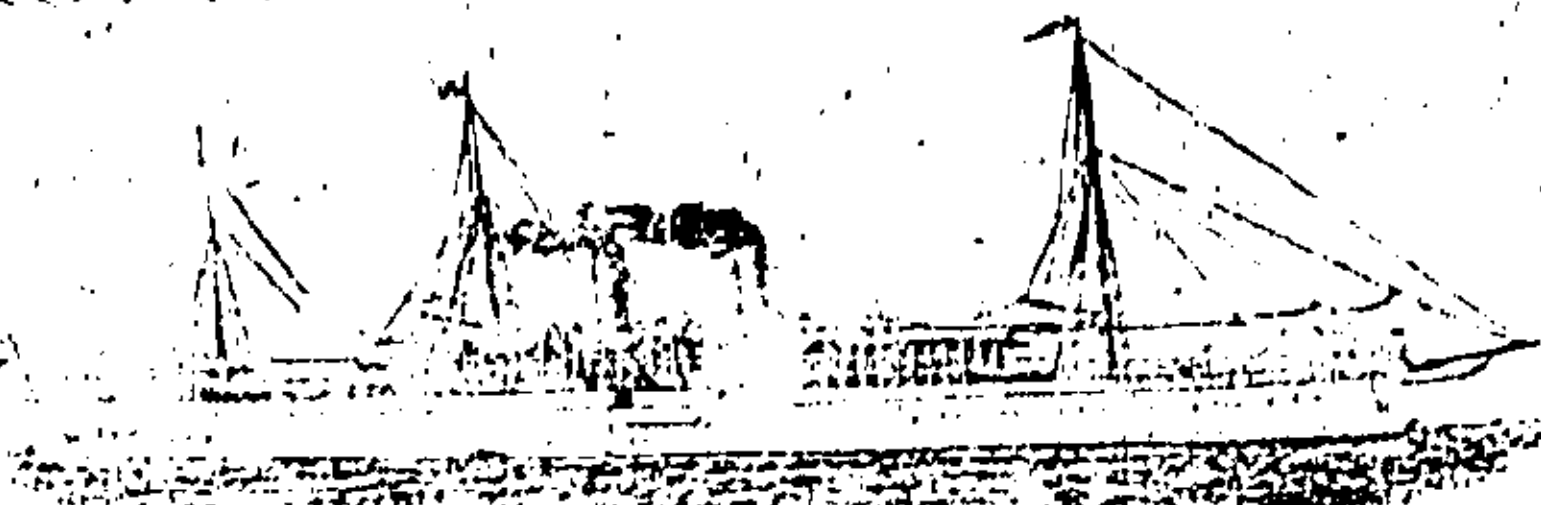
FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
 11 Days VOKOYAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	THURSDAY, September 27	October 13
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27
"EMPERESS OF CHINA"	6,000	THURSDAY, October 25	November 12
"TARTAR"	4,425	WEDNESDAY, October 31	November 24
"EMPERESS OF INDIA"	6,000	THURSDAY, November 22	December 10
"ATHENIAN"	3,882	WEDNESDAY, November 28	December 22

"EMPERESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, £100. 1st St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.
 R.M.S. "MONTEAGLE", "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya.
 Hongkong, 12th September, 1906.

F. BLACKHEAD & CO.

SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT GREY BRAND, HARTMANN'S GREY BRAND, DAIMLER'S PATENT GREY BRAND, LAUNCHES.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREM and R. & O. SPECIAL LIQUOR WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG-LOONG & CO., 司公隆李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE.

at (No. 35, DES VEXUS ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. Li KWONG-LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ RECENT LUTPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 26th day of September, 1906, at Noon, the Steamship PRINZ HEINRICH, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 24th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 25th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewaresses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.
WILLEHAD	4,763	TUESDAY, 13th November.

ON TUESDAY, the 16th day of October, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30	£20	£14	Return £54	£36
TO SYDNEY	£33	£23	£15	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

from Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	WEDNESDAY, 26th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	WEDNESDAY, 26th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 10th October.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. & O. S. S. Co., T. & K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS,

Hongkong, 19th September, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos. 378, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAH	JAPAN	Second half September	JAVA PORTS	Second half September
TJIBODAS	JAVA	Second half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375, YORK BUILDINGS, 1st Floor. Hongkong, 12th September, 1906.

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WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAI HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

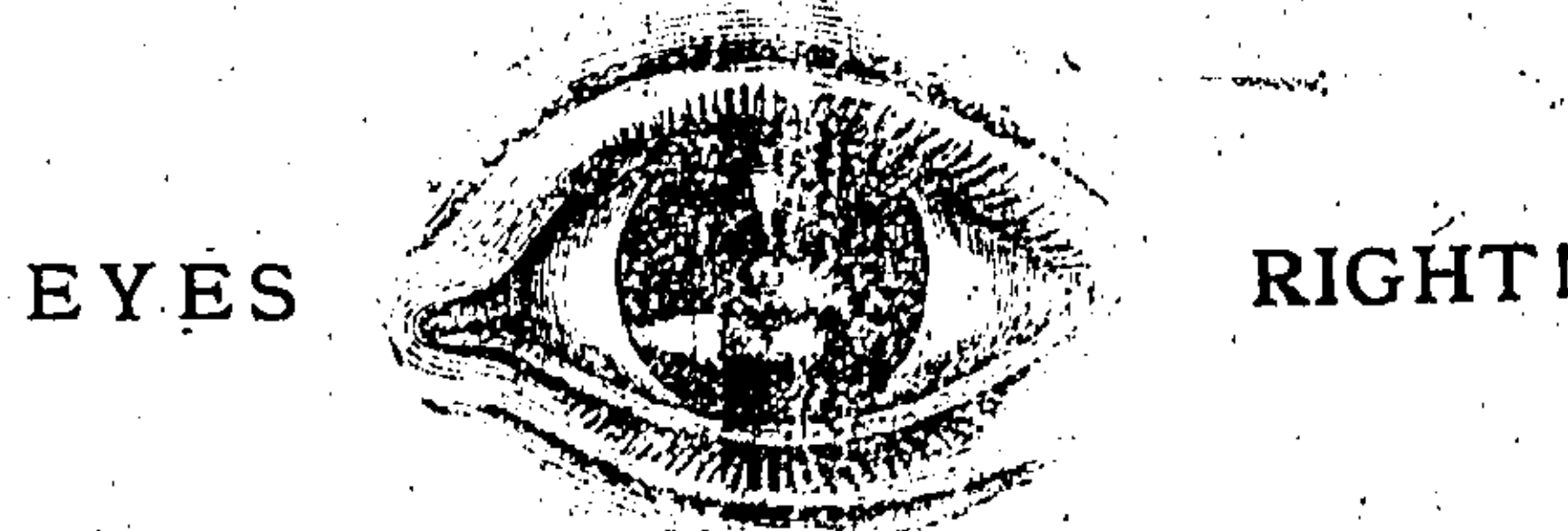
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip only \$30. These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO. HONGKONG.

Hongkong, 23rd December, 1905.

[14]



N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 27th November, 1905.

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THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHY, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 11th September, 1905.

NIKKO CO.

WHOLESALE and RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless). STUFFED OLIVES.

SARDINES (Boneless). Do. AU CITRON.

FISH PASTE FOR SANDWICH. PUREE DE FOIE GRAS Do.

AND Other Pic-nic size tins of PRESERVES.

FRENCH BISCUITS. HUNTLEY & PALMER'S BISCUITS and CAKES.

CROSBY and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.

ALSO GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906.

[16]

Powell's

ALEXANDRA BUILDINGS.

SEE
LARGE
WINDOW

SPECIAL SHOW

of
MIRZAPORE
RUGS

VARIOUS SIZES,

\$18.50

to

\$60.00

Each.

SPLENDID

VALUE.

W.M. POWELL,
LTD.,

Complete

House Furnishers,

HONGKONG.

Hongkong, 12th September, 1906.

Intimations.

K. A. J. OHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.



TENDERS are invited for the SUPPLY TO
H. M. NAVAL YARD of the under-
mentioned Timber Materials for one year from
1st October, 1906, viz:—

TEAK, AMERICAN FIR, CAMPHOR WOOD, HARDWOODS, OREGON SPARS, BULK, THICKSTUFF, SCANTLING, PLANK, AND BOARD.

Form of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the Naval Store Officer, H. M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of material during the twelve months ending 30th June last. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same. The Tenders, which should be received till Noon on 28th instant, should be sealed and addressed to the Commandant, H. M. Naval Yard.

Hongkong, 19th September, 1906.

VIOLIN AND MUSIC LESSONS.

LADY VIOLINIST can spare a couple of hours daily for lessons in Violin and Music to Ladies and Children. Private Tuition. For Terms, apply to—

"B."
C/o Hongkong Telegraph.
Hongkong, 8th September, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 27th June, 1906.

To Let.

TO LET.

HOUSES in MORRISON HILL, GAP ROAD, 4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—

PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.
Hongkong, 24th July, 1906.

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.
GODDOWNS on PRIMA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIVON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD.
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 5th September, 1906.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 31st July, 1906.

SHAMEEN, CANTON.

TO LET.

No. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 5th July, 1906.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 26th September, 1906, at 11 A.M., at his

Sales Rooms, Duddell Street,

THE WHOLE OF THE

STOCK-IN-TRADE, FURNITURE and

FIXTURES, and the GOODWILL

of Messrs. GREGOR & CO.

(Wine and Spirit Merchants),

The Stock Comprising—

225 Cases CLARET, 2 Cases CHAMPAGNE, 50 Cases WHITE WINES, 55 Cases ASSORTED LIQUEURS, 55 Cases SHERRY, 45 Cases BRANDY, 40 Cases HUCK, 30 Cases BURGUNDY, 25 Cases GIN, 30 Cases SAUTERNE, 25 Cases WHISKEY, 45 Cases BEER, 27 Cases VERMOUTH, 16 Cases RUM, &c., &c., &c.

For further Particulars, apply to the Under-

signed.

TERMS:—As Customary.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 20th September, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions from D. E. BROWN, Esq., to sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 27th September, 1906, at 2.30 P.M., within

his residence, The "Cottage," Barker Road,

The Peak,

THE WHOLE OF HIS

VALUABLE HOUSEHOLD FURNITURE

THEREIN CONTAINED,

Comprising:—

SILK TAPESTRY-COVERED DRAW-
ING ROOM SUITE, PLUSH-COVERED
EASY CHAIRS, TEAKWOOD EXTEN-
SION DINING TABLE, MARBLE-TOP
SIDEBOARD with BEVELLED GLASS,
DINNER WAGON with BEVELLED
GLASS, BRASS FENDERS, BRASS
MOUNTED DOUBLE BEDSTEADS with
WIRE and HAIR MATTRESSES, DOUBLE
and SINGLE WARDROBES with BEVEL-
LED GLASS, COOKING STOVE and
UTENSILS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th September, 1906.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag

ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 10th September, 1906.

TUBORG BEER.

A FIRST CLASS PILSENER BEER, guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.00 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th September, 1906.

FOR SALE.

WELSCHACH'S IN-

DOOR and OUT-

DOOR 4-LIGHT

GAS ARC LAMPS,

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIV-

NEYS, GLOBES,

SHADES, &c., &c.,

and INCANDESCENT

GASOLINE LAMPS

of all descriptions from best

makers.

NAPHTHA of the best

kind for GASOLINE

LAMPS and GASOLINE

ENGINES, kept in stock.

TAI KWONG CO.,

109, Des Voeux Road Central.

Hongkong, 1st September, 1906.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 9th September, 1906.

VICE ROY SHUN.

Commenting on the recent viceregal appoint-

ments, the *Shanghai Times* remarks:—

"His Exc. Hsuey Chou-Fu proceeds to Canton to succeed the redoubtable Tsen Chun-hsuen in the Viceroyalty of the turbulent Liang Kwang. The appointment will give unlimited satisfaction to vast numbers of Cantonese, especially among the wealthy classes, who have always envied Nanking the possession of an official of so much business acumen and integrity as Chou-Fu. Their own Viceroy, Tsen, they have long been dissatisfied with, to describe their sentiments mildly, and it is only a few months ago since a large body of shareholders in the Kwangtung railways sent a petition to Nanking imploring Chou-Fu to intervene between them and the illegal taxation and oppressions practised by Viceroy Tsen. Chou-Fu responded by advising the Cantonese to be patient and law-abiding under all which have been effected among the their trials and difficulties, and sent a weiyuan to Canton to make a confidential report regarding the real state of affairs in the Liang Kwang, which statement was, in due course, submitted to the Throne, and has had a good deal to do, it is believed, in bringing about the transfer of Tsen Chun-hsuen to Yunnanfu."

Another consideration, however, has had at least equal weight in deciding the Peking Government to appoint Tsen Chun-hsuen to the Yun-Kwei Viceroyalty, and that is the belief which exists in official circles that French agents in Yunnan Province will, in him, meet their match. He takes with him to his new appointment, in fact, the reputation, not unearned, of being one of the most successful thwarters of foreign enterprise who has ever held high office in China; and foreigners, who have had to deal with him in important matters in Canton, will surely endorse that character of the out-going Viceroy. He has been freely censured for all the difficulties which have arisen in connection with the Canton-Hankow and other railways in the Liang Kwang; and in addition to these sins, he has not been held altogether blameless in the matter of the recent recrudescence of piracy in the Southern Chinese rivers, which has been ascribed by no less eminent an authority than the China Association, to his lax administration. From a Peking point of view, however, he has been a firm and successful ruler of the great Southern satrapy, and a confident expectation is entertained in the capital that he will be equally serviceable to the Government in Yunnanfu."

THE P. & O. S. N. Co.'s Steamer
"DELHI,"
FROM COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Montgolia*.
From Italy.
From Australia.
From Calcutta, ex S.S. *Candia*.
From Bombay, ex S.S. *Marigon*.
From Persian Gulf, &c., ex B.I. S.N., and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 18th September, 1906.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"POONA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 18th September, 1906.

S.S. "OCEANIC."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Malapan* and *Guadiana*, from Havre ex S.S. *Malapan*, and from Bordeaux ex S.S. *Frederic Morel*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 24th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 24th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 17th September, 1906.

A/C is usually supposed to stand for "account." This is a mistake. It stands for "account current."

The term "bore" of a gun applies to the time when all barrels were cast solid and afterwards bored out.

The puss moth, when irritated, squirts out an intensely irritating fluid from a small hole under its mouth.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 21st instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 19th September, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Montgolia*.
From Italy.
From Australia.
From Calcutta, ex S.S. *Candia*.
From Bombay, ex S.S. *Marigon*.
From Persian Gulf, &c., ex B.I. S.N., and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 18th September, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

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No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 18th September, 1906.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING
INVIGORATING
HEALTH-GIVING.During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
naturally turn to
'RAINIER.'Per Case of 4 doz. quarts ... \$16.50
Per Doz. quarts 4.20
Per Case of 6 doz. pints 16.50
Per Doz. Pints 2.75A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS,
HONGKONG, 24th September, 1906.

BIRTHS.

On August 13, the wife of Dr. C. W. SOMERVILLE, at Wanchai, of a son.
On the 20th instant, at Victoria Hospital, Hongkong, the wife of Mr. J. C. RICHIE, Naval Yard Extension, Hongkong, of a son. Aberdeen (Scotland) papers please copy. [235]

MARRIAGES.

On September 15, at Shanghai, ROBERT PERCY, second son of the late Capt. Alexander John Tilley, of the Middlesex Regiment, to ROSE EMILY, eldest daughter of the late Frederick Clifton, of Shanghai.
On September 15, at Shanghai, ALFRED E. C. DEACON, Engineer Commander, R.N., to JESSIE RAINIER, daughter of Arthur Raine Thompson, of Bedford, England.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 21, 1906.

THE CHINESE CUSTOMS QUESTION.

The following editorial is from the *Japan Chronicle* of 18th instant:—

Nothing has been heard from China for some while, regarding the possible retirement of Sir Robert Hart, Inspector-General of the Imperial Chinese Maritime Customs. Unreliable rumours have come across the wires from time to time, but it has been assumed that the movement which saw the light in May last, for the placing of the Customs under direct Chinese control, is in abeyance, at all events for the present. The matter was revived yesterday by the publication of a telegram from Reuter to the effect that the China Association had submitted to the British Minister for Foreign Affairs a memorandum, urging the Government to co-operate with the Powers in insisting upon a return to the *status quo* before the issuance of the Empress Dowager's Rescript. The China Association, whose members are merchants and others interested in the Far East, has for its objects "the representation of the interests of the British mercantile community in their relations with the Chinese and Japanese, and the promotion of trade and intercourse with China and Japan," so that it is not surprising that it should have made representations to the Government on the matter. The surprising thing is that a memorandum similar to that now reported to have been submitted to Sir Edward Grey has not been drawn up before. The British Government is doubtless fully alive to its responsibilities in this important matter, and it seems to us that it will be time enough for the Treaty Powers to jointly insist upon a reversion to the conditions existing prior to the issue of the Imperial Decree when it is shown that a deliberate attempt is being made by the

Chinese authorities, to materially alter those conditions and to depose the present Inspector-General. Such an attempt has not been shown to have been made up to the present, and it is quite evident that the British Government is prepared to take immediate action in the event of any indication arising to show that Sir Robert Hart's authority is being usurped. A message sent to the *Times* at the end of July by its Peking correspondent, dealt with the position of the Inspector-General declared that the assurances given to the British Legation that there would be no change in the methods of the administration of the Customs service were being ignored. The correspondent intimates that the British Government is not placing sufficient importance on the Chinese Customs question; but less than a week later in the House of Commons Sir Edward Grey said in reference to this matter that the Government had received no information that Sir Robert Hart intended to resign, and they knew nothing of his intentions. The Foreign Minister regarded it as vital in the interests of trade and in the interest of the Chinese revenues and Chinese credit that the administration of the Customs should be maintained on the lines on which it had been so successfully worked and maintained by Sir Robert Hart. That statement indicates clearly enough that Sir Robert has made no official declaration and that the British Government fully realises the position and is ready to take such steps as urged by the members of the China Association whenever the necessity arises.

The allegation is made that the new Comptroller-General, who by the terms of the Edict replace the Wai-wu-pu in dealing with mutual transaction on Customs questions—in innovation which it was generally admitted would facilitate and simplify matters—have been guilty of corruption. The charge is not made in so many words, but it is asserted that the Comptroller-General, Tsi-hiang and Tang Shao-yi began by installing expensive new offices and a large staff, paying themselves from the Customs, the former £7,500 and the latter £5,700 a year. If the facts as stated, this is certainly a matter that requires the closest investigation; but the Comptroller-General are men who have hitherto bore good reputations, their ability has been generally acknowledged, and so far as we are aware no exception has been taken to their personal character. Their Department merely replaced the somewhat cumbersome and dilatory Wai-wu-pu, which apparently found its time fully occupied with other matters of State. The system prevailing up to the time of the appointment of the Comptroller-General had conducted to not a few irregularities on the part of the Tagatais who had been entrusted with the control of the local Customs receipts in the various ports. Under the old conditions it was impossible to keep a check on their accounts as they had not been subjected to any financial control beyond having to supply certain sums to the Imperial Treasury when called upon to do so. This system naturally caused great confusion and furnished endless opportunities for speculation and other serious lapses.

The appointment of two Commissioners to act as Comptroller-General constituted practically the only change that has been made in the Customs administration so far, and this alteration is no greater than was that when the Wai-wu-pu took over the duties of the Tsung-li Yamen in a similar capacity. We do not think the China Association need be unduly alarmed. Changes there must be, and it is probable that before many years have passed they whole system of Customs administration will be altered. It is significant, for instance, that quite recently at the request of the Comptroller-General Sir Robert Hart handed in a detailed list of the number of foreign and native employees in the I. M. C. service, their monthly pay and other particulars. But China is not likely to cause trouble by precipitately instituting any drastic changes thus arousing a conflict of interests among the Powers and spoiling the source of steady and increasing revenue which has been created by the ability of the Inspector-General and an honest foreign administration. It has to be remembered that Sir Robert Hart has completed forty years of active service in Peking, so that his retirement in any circumstance would not be a matter of surprise. But much as Sir Robert's resignation would be regretted, that would not necessarily mean a radical change in the Customs administration. The Imperial Edict of May last, like the recent one in favour of a constitutional form of government for China, was made for the future and must be regarded as a sign of the inevitable awakening.

LOCAL AND GENERAL.

Mr. Shum Shi Tung, Chinese Consul at Singapore, has sent a telegraphic despatch to H.E. Viceroy Shum in which he states that he is informed that a rebellion is again being organised by Dr. Sun Yat Sen in Kwong Tung. He asks the Viceroy to watch the movements of the malcontents with special care, since if the organisation should develop a good deal of trouble may come to the people, says the *China* of this morning.

THE TYPHOON.

CHINESE MAGNANIMITY.

MILITARY CO-OPERATION.

In praise of the remarkable spontaneity evinced by our worthy Chinese fellow-citizens, in their eagerness to subscribe towards the relief fund for the floating population, we have the pleasant duty to record to-day that, up to noon, no less a sum than \$19,000 has already been subscribed. Of this amount the handsome donation of \$10,000 was received by telegraphic transfer from the Chinese merchants and residents in San Francisco. It should be mentioned to their credit that the subscription was a purely voluntary one, no appeal having been made to the Chinese abroad for assistance in their compatriots in distress in Hongkong through the calamitous disaster of Tuesday last. Official acknowledgment will, of course, be made of individual contributions. From an unofficial source we gather that before the lists were put in circulation by the Chinese members of the Relief Committee the Yuen Fat Hong asked the acceptance of \$1,000, followed by a like donation from Mr. Yung Fat Loong, and one from Mr. Ho Tung of \$500. It is reckoned that the Committee should be capable of raising, without extraneous efforts, a sum of \$50,000 from the Chinese and Foreign communities, which, with another \$50,000, say, the amount of the Government grant, will render available a lakh of dollars for immediate relief.

The *Colon Daily News* understands that the British Consul-General, Mr. Mansfield, has opened a subscription on behalf of the sufferers of the late typhoon in Hongkong, and a separate Chinese subscription is also mentioned.

The Dutch Petroleum Works.

The Royal Dutch Petroleum Works were not to be allowed to escape unscathed, even though their wharf is in a fairly sheltered position, just to the east of Bay View Police Station. Early on the morning of that fatal Tuesday, the company's big iron tank lighter, *Alpha*, towed by their launch *Gretchen*, and containing tons of petroleum, went alongside their wharf and made fast, the launch casting off on anchoring close by. Connections were at once made with the hose, and pumping operations commenced, to transfer the oil from the lighter to the storage tank. All went well until they had pumped out about 30 tons of oil, when the first blow of the typhoon came howling along, and warned the operators to desist, and to disconnect the hose, in order that the lighter might be towed to safety in Causeway Bay. A hawser was immediately passed to the *Gretchen*, which was about to commence towing, but it was then too late. The full force of the storm struck them, and the tow-ropes broke, and the lighter, being then helpless, was carried on to the rocks between Bay View and Causeway Bay. There she lay until yesterday, when the second storm blew her off the rocks, and which was herself nearly capsized more than once, got the lighter in tow, and beached her just off Bay View. She was then leaking badly, and all the oil, some 70 tons was lost, and it is believed she has several holes in her bottom, and will require to be placed in dock, as soon as a berth is available. As regards the Oil Factory itself, the damage was of minor degree, a portion of the roof and a small funnel, only, being blown over. The wharf, however, suffered considerable damage, the iron piles and supports being very much bent. The damage there is estimated at about \$30,000.

THE OPERATORS' GOOD WORK.

As soon as the sea abated a bit, and the wind lulled, the staff of the Oil Factory formed themselves into a rescue party, or, more correctly, rescue parties, and their efforts were rewarded, for when the parties returned to the Factory with their human flotilla, it was found they had pulled back a round hundred from possible watery graves. The poor men were well taken care of, being housed and sheltered in the factory, and supplied with unlimited tea and chow, while as many blankets were also handed to those who were clothless as could be mustered.

Bodies On The Mainland.

WATER POLICE BUSY.

The tale of mortality in the late visitation is gradually beginning to unfold itself, and gruesome stories are heard on all sides, of floating bodies of men, women and children. But perhaps the most gruesome of all is that which comes from the Water Police, who, under Inspector Langley, with Inspector Kerr, Sergeants Kaygill, Wilden, Jackson, and Davis, and Constables Wills Munday, Winter, Suttie, and Edwards, have practically been spending their time, since the abatement of the fury of the storm permitted of their getting around, in hauling dead bodies from the sea, or the foreshores, and passing them on to the mortuary. Thus they have already secured and removed 100 bodies from Bonecutter's Island, and another 149 along the foreshore, from Hung Hom Bay to Kowloon Point, while this morning they found another 30 on the foreshore at Lai-chikok.

EXORBITANT LAUNCH-HIRE.

Not having launches sufficiently large enough for the purpose of harbour rescue work, the Water Police, yesterday, were compelled to hire the steam launch *Kwong Tung*, but they were only able to secure her on payment of \$180 for the day, and undertaking to be responsible for her safety.

As for the coolies, no doubt they imagine this is their harvest, and they must make the most of it, for they are demanding \$3 per day for working on the clearing away of wreckage, and they are getting it, and are probably wishing that a typhoon would bump up against this Colony at least once a week.

Cruising around in the *Kwong Tung*, the Water Police picked up 120 human derelicts, and took them to places of shelter, while the work is still going on.

Military On Rescue Work.

To-day practically all of the 120th Baluchis who can be spared from ordinary guard duty, and 300 men of the West Kents have been doing yeoman service all along the Hung Hom Bay foreshore, clearing away the wreckage, and removing dead bodies found underneath—an unpleasant duty, but one they have performed well, though it is stated that the stench along the foreshore has been, and is, well-nigh unbearable, so much so that P.C. Munday collapsed, and had to be removed for treatment, Dr. Swan promptly attending to him.

Doctor's Good Work.

Truly has it been said and written that great calamities bring out all that is best in man, and it has been our pleasure and privilege to record, since the morning of Tuesday last, many instances of it. We have told of Mr. H. S. Levan, and Inspector Gourlay's heroism; we have chronicled Inspector Langley's excellent work, and written of the humane conduct of Inspector Collett, Sergeants Lee, Aris and others, all of whose names we shall hope to publish later, as the services of all are deserving of the greatest credit, and call for recognition in the proper quarters. And now it is our pleasing duty to record the self-denying conduct of a well-known, popular, and busy doctor, who, laying aside his own affairs, journeyed over to what he must have known would be his greatest field of usefulness—Tsim-tsa-tsi—and there placed his services entirely at the disposal of the rescued unfortunates, through Inspector Langley, whom he accompanied throughout his tours, ministering to the wants of the sick and distressed, the bruised and the wounded; binding up broken limbs, and generally doing some very valuable work, for which many a rescued Chinaman has this day to thank him. We refer to Dr. Forsyth, and he is too well known in this Colony to need any further encomiums.

Salvage Operations.

While the attention of the Dock Company's staff about has been given generally to the most urgent cases needing prompt action, efforts were this forenoon principally directed to towing off the *Futshan*, of the Hongkong, Canton and Macao Steamboat Co., Ltd., from the rocks in Hung Hom Bay. Taking advantage of the flood tide, the *Robert Cook* at an early hour in the forenoon—to 3 o'clock—made the attempt to pull the *Futshan* off. She continued her efforts until noon when, finding that the tide was beginning to ebb, the *Robert Cook* had to give up the attempt for the day to resume to-morrow at high tide.

THE "KINSHAN."

We have already stated that the Steamboat Co. was endeavouring to secure the charter of the dredger *Canton River* to proceed to Castle Peak Bay to operate on the beach where the *Kinshan* lies. Owing to the threatening condition of the weather yesterday it was not deemed prudent for the dredger to negotiate a journey outside the harbour limits. But as it has turned out fine to-day, the *Canton River* was expected to set out this afternoon. Upon reaching the *Kinshan* she will lose no time to dredge the bed of the bay around the stranded steamer and by that means it is confidently expected the *Kinshan* can be subsequently be pulled off without difficulty. She is hardly, if at all, damaged.

The Looters.

But the police in every district in this Colony have their hands full of work in the matter of gathering in all the corpses found floating in the harbour, and that special attention has to be paid to the gangs of looters frequenting the districts are well known, but a certain inspector emphasised the fact this morning, at the Police Court, by appealing to the Bench to save off giving stocks sentences in his cases because he could not afford to have his men guarding coolies in the stocks when their services were required elsewhere.

SEARCHING FOR "TREASURES."

Three-fourths of the cases heard at the Police Court during the last few days have been for looting. In every part of the city where wreckage accumulate can be seen a band of men and women, and sometimes children, digging and scraping in search of "valuables." The police can do nothing to stop them, for as soon as they see the man in uniform approaching they scatter. For the health of the Colony it behooves the Government to have the heaps of rubbish along the praya removed without any further delay.

LOOTERS AT THE COURT.

There were about thirty cases of unlawful possession heard at the Police Court this morning. Four seamen were charged with looting the *Wing-shan*, which vessel was wrecked at the *Shan-shui-pu*. They were fined \$15 each, and in lieu of \$1 of the fine to be exposed in the stocks for six hours. Five other boatmen were proceeded against for removing the woodwork of the steamer *Macao* and they were sent to gaol for fifteen days each. Six boatmen were arrested at Hung Hom for being in unlawful possession of a large quantity of yarn. They could give no satisfactory explanation to the Court and coming before the Court were fined \$50 each and to be exhibited in the stocks for six hours. A ship cooie of Bonham Strand, who was a passenger on board the *Huagshon* when she became stranded, and who was brought back to Hongkong among other passengers on the *Hob-sai*, was found to be in possession of a handbag, containing \$50 worth of clothing, etc., and was arrested on the wharf. He was today fined \$100 and six hours' stocks, for looting. Another man had twenty-eight rolls of French silk and he was fined \$50 and stocks. This is only a few of the cases heard, the others being too numerous to mention.

The police say that some of the looters even go so far as to break up upturned junks in search of loot.

LOOKING FOR CORPSES.

Every police station has issued instructions to its officers, whose duty take them along the Praya, to keep their eyes lifted and to remove all corpses that are seen in the harbour. As

the days pass by the number of bodies recovered is growing larger, so much so that the coffin makers for the Wanchai district alone find it impossible after working overtime to keep pace with the work.

This forenoon the Tung Wa Hospital engaged four steam launches to assist the police in recovering the bodies. Two launches will patrol the bay at Shau-ki-wan and pick up all bodies that are too far from the shore, while the remaining two will do duty between West Point and Wanchai.

The number of bodies picked up by the police at the different stations up to late last evening number, at an average, about fifteen at each station.

Among the bodies picked up in the harbour yesterday afternoon was that of Captain Maxwell of the steamer *Chongkong*. The body was, of course, in a very bad condition and minus a leg.

The picking up and burial of dead bodies are done under the personal supervision of the members of the Tung Wa Hospital Committee, and the working gang has been largely increased. One party alone reported the recovery of some 170 odd bodies.

UNFOUNDED REPORT.

Rumours were about the Colony to-day to the effect that the body of Bishop Hoare had been recovered and that his funeral was to be held shortly. Several inquiries were made at this office as to the validity of the rumour and on inquiries being made at the different stations we were told that the report was unfounded.

CLEANING AWAY DEAD TREES.

Coolies with the dust carts were busy the whole day at the eastern end of the city removing huge limbs of trees from obstructing the roads and attending to those trees which are in a dangerous position.

EVIL-SMELLING PRAYA.

All along the Praya East the stench of decomposed bodies that meets one is most offensive.

PHOTOGRAPHING STOPPED.

The work of photographing the dead, which was being carried out at East Point yesterday by the Tung Wa Hospital, was stopped to-day, owing to the unrecognisable condition of the bodies.

HEROIC INDIANS.

News has just come to hand of the brave deeds of two Indian policemen during the storm. The two men were on duty at the gunpowder depot at One Tree Island, near Aberdeen, when the typhoon arrived. Between them, according to official reports, they saved the lives of about twenty persons from drowning.

HOUSE IN DANGER.

A house in Holland Street, West Point, is in danger of collapsing. To-day a large number of coolies were employed in shoring up the building.

THE S.S. "COPTIC."

Owing to the recent typhoon, the sailing date of the O. & S.S. *Coptic* has been changed from Saturday, the 22nd instant, at noon, to Monday, the 24th instant, at noon.

THE "AFENRADE'S" MAIL.

The mails for Hoihow and Pakhoi, placed on board the s.s. *Afenrade* on the 17th inst., were lost with that vessel.

LIVES LOST AND DAMAGE DONE TO BOATS.

From official sources we obtained the undermentioned table showing the number of corpses recovered and junks and sampans destroyed, which have been reported to the police, up to date:—

	Recovered.	Junks, etc. Destroyed.
Central	222	31
Wanchai	120	383
Shau-ki-wan	417	64
West Point	54	124
Yau-mat	167	418
Hung Hom	46	25
Aberdeen	60	7
Total	1,082	1,052

FISHING FLEET DESTROYED.

From a Chinese gentleman, who is well informed, and who obtained the story from a native fisherman, we learn that the entire fishing fleet, consisting of 600 fishing junks, were lost outside the harbour limits on the 18th inst. The mortality among the fleet is estimated at 6,000 lives, which brings the total estimated number of lives lost in the typhoon to the appalling figure of ten thousand.

Shipping Reports.

The following shipping reports are from arrivals to-day:—

Sir. *Luerles* from Sai on:—Light variable winds and general fine weather throughout. Sighted some floating wreckage from Gap Rock to port.

Sir. *Haitan* from Coast Ports: Foochow to Amoy moderate N.E. winds and fine weather, thence to Swatow moderate Ely breeze with cloudy overcast sky, thence to port strong Ely gale, with high sea and very heavy rain squalls.

Another Typhoon.

The U.S. Consul-General sends us the following typhoon warning, dated Manila, 21st Sept., 10 a.m.:—

"New cyclone in the Pacific, east of North Visayas."

OBSERVATORY FORECAST.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 20th at 3 p.m.—Signal lowered. On the 21st at 12.30 p.m.—The barometer has risen in Hongkong and Formosa, and fallen over S. Japan and the Philippines.

The typhoon probably reached the coast last night in the neighbourhood of Hainan.

This morning there are indications of a new depression to the S.E. of Luzon.

Pressure is highest over E. Japan. Gradients are slight over the China Coast, except in the West.

Telegraphic communication between the Observatory and Hongkong continues interrupted.

FORECAST.

1.—Hongkong and neighbourhood, E. winds, moderate; fair.

2.—Formosa Channel, N.E. winds, moderate.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, S.E. and E. winds, decreasing.

The Dock Co.

An incidental feature of the disaster which has brought untold loss and misery to tens of thousands is the profit that ought to be earned by the shareholders of the Hongkong and Whampoa Dock Co. Anticipating the earnings of the company from the abnormal amount of work which will have to be carried out, investors' demand for shares has sent their market price from \$131 (although the nominal official quotation was \$133 sellers) on Monday to \$155 buyers to-day; the latter is the quotation given at the Brokers' Association meeting this afternoon. The rise of 24 points actually represents a net appreciation in the Company's aggregate stock of \$1,200,000.

The steamers now in dock are:—Kowloon: Devawongse, Vigilante, Empress of Japan, Sorsogon, Chang ha, Woolwich, Keongwai, Maung, Ch. Hardouin and Sullberg. Cosmopolina: Radnorshire, Strathmore and Kitai.

Cotton Yarn Market.

AFFECTED BY THE TYPHOON.

Tuesday's disaster is not without its effects on the Cotton Yarn market. Through the courtesy of Mr. Sorabjee Dunejeebhai Bena, the manager of the firm of Messrs. Firozshah D. Petit & Co. in Hongkong, we were favoured with an advance proof of his fortnightly circular reviewing the market for Cotton Yarn. The report reads:—Our last circular was dated the 7th instant. During the interval of the fortnight no feature of interest has arisen to alter the position of our market as last reported.

As has been anticipated, the Chinese dealers, on the eve of the expiration of the thirty days conceded to them, by mutual agreement, since the 17th August to work off their stock, have approached importers of whom they requested a further concession. Instead of limiting to the shorter period of one month, the natives sought to obtain an extension of the agreement for two months operative as from the 17th September, 1906. Ever ready to respond, importers met the dealers in a liberal spirit and granted the required time to enable operators to clear their previous high-priced purchases. This concession was, however, possible only after a meeting of importers had considered the expediency of acceding to the proposal. The meeting was held at the office of Messrs. S. J. David & Co., on the 10th September, 1906. It was presided by Mr. A. J. Raymond. The meeting unanimously resolved to withhold selling further to foreigners or Chinese dealers in Hongkong or at the Coast Ports within the limited time period of two months as from the 17th inst.

During the interval what sales the Chinese managed to effect among themselves were of the most meagre description. A lot of, say, 1,200 bales in all was disposed of. Clearances have certainly been disappointingly slow; but what with the uncertain course of exchange and the most recent catastrophe which befell the Colony on the 18th inst. to further accentuate the stringency of the money market, it will generally be conceded that, even with the further extension of time, at the end of the two months the outlook will be hardly more promising than it is at present. We may expect, therefore, that the clearances will not amount to any appreciable quantity.

A typhoon of short duration but of great severity swept over the Colony on the morning of the 18th September, 1906, doing damage to life and property to an extent rarely appalling. Up to date of writing a conservative estimate places the Colony's loss at \$30,000,000. A large quantity of cotton yarn stored at Kowloon have been more or less seriously damaged by rain and sea water. At the moment it is not possible to ascertain exactly the number of bales damaged; but it should be safe to say that the quantity is a large one. By whom the loss will be borne is no easy task to tell. It is fairly certain that before any decision can be arrived at, resort must be had to the arbitration of the Jurist. It is feared, however, that the burden of the loss will fall upon the shoulders of importers, if the ruling connected with the cases arising out of the Shanghai floods last year can be accepted as a precedent to determine the case now exercising the minds of cotton yarn importers in Hongkong.

No quotations can be appended to this circular, as we have no accurate idea what prices the various "counts" will fetch when the market re-opens.

LEGISLATIVE COUNCIL.

After the Governor's speech reported yesterday the following remarks were made:

Hon. Dr. Ho Kai said: I am sure members of the Council have listened with great interest to the various messages and reports made to us, condoling with us in our calamity, notably the gracious message of His Most Gracious Majesty the King, and also those from the Secretary of State, the Governor of Macao and Sir Henry Blake. We all deeply deplore the sad catastrophe, and I am sure, as Your Excellency has just mentioned, that the community will bear its losses of life and property with a resolute equanimity. At the same time it is well that those who are not able to help themselves and those who have suffered should have help from those able to afford it, and I am pleased indeed, Sir, that you have already appointed a relief committee which will at once take measures to relieve the suffering. I am sure every member of that committee will work for the sufferers, and anything which the Government can do in the way of assisting will be, I am sure, appreciated by the whole of the Chinese community. Members of the Council must also join with Your Excellency in expressing deepest sympathy with Mrs. Hoare in her great loss. The Bishop was a man very much respected by all who knew him and beloved by all who have been privileged to make his acquaintance or claim his friendship. To all those who have suffered losses, especially losses of relations and friends, we extend our sympathy, and I hope that in a very short time, when the committee gets to work, we shall be able to relieve many in distress.

Hon. Mr. Howett said: After the remarks made by the senior member, I think, representing the section of the community I have the honour to do in this Chamber, it is only fitting I should refer to some of the points in Your Excellency's remarks. The loss to the Colony is, we all know, unfortunately very great, and the loss of life is terrible; but I

feel confident that already the Colony is pulling itself together, and that will not be long before we get the whole of our business in the train of progress and that Hongkong will go on as if, comparatively speaking, there has been no such check. Your Excellency has referred to the question of appointing a Commission to deal with the point raised very generally amongst the public as to whether earlier notice might have been given of the approaching storm by the Observatory and consequently a mitigation brought about of the great disaster which has befallen us. Holding the position I have the honour to do, I have made inquiries from certain experts competent to form an opinion, and feel quite confident that the finding of the Commission will be that it will exonerate the Director and staff of the Observatory. I trust sincerely that this will be so, and firmly believe that it will. With regard to the relief fund, I am sure Your Excellency's proposal will meet with the most cordial support of the whole community. The committee will no doubt get to work at the earliest possible moment, for we all know that on occasions of this sort there is only one axiom to work upon and that is "Those who give quickly give twice." Your Excellency referred to the possibility of advances being made under certain conditions to former registered owners of cargo boats to enable them to recover themselves. The proposal is a sound one, and will receive the earnest consideration of the committee. It should result in great good to the native shipping population who have suffered so terribly in this disaster. Another point to which I must refer, and I feel justified in doing so, is the sympathetic remarks made by Your Excellency with regard to the loss of Bishop Hoare. I feel confident that I am as well acquainted as any one in the Colony to endorse the remark of Your Excellency and the genuine sympathy of the community. I have had the honour of his friends in for nearly thirty years, and I am sure the community will endorse me when I say that he was an upright and God-fearing man, and that uprightly, sincerely and without fear or favour he carried out the work provided for him by his Master, and in the execution of which he lost his life. We join most sincerely in offering our sympathies to those who live in mourning his loss. It is satisfactory in the trouble in which we find ourselves to find sympathy from outside. The Governor's message of Majesty I am sure will be received by the whole Colony with grateful affection. The messages from the Secretary of State, the Governor of Macao and Sir Henry Blake all express sympathy which we know is thoroughly sincere. I don't think it is necessary for me to add anything more. I am sure we are all deeply indebted to Your Excellency for the prompt manner in which you dealt with the disaster, and the steps you have taken to mitigate the misfortunes of those who have suffered by it (applause).

CRIMINAL SESSIONS.

MURDER.

At the Criminal Sessions this morning, at the Supreme Court, the case in which five Chinese men, named Lam Kwai, Wong Kwai, Lam Kwai, and Lam Kwai, were charged with the murder of Ho Kwan, at Deep Bay, on the 2nd August, 1906, was called on for trial.

The Hon. Mr. Henry Berkeley, K.C., Attorney General, instructed by Mr. G. E. Morell, of the office of Messrs. Enys and Howland, Crown Solicitors, prosecuted, and the Hon. Dr. Ho Kwan, instructed by Mr. H. K. Holmes, defended the prisoners.

Prisoners pleaded not guilty. The following juveniles were connected:—Mr. W. H. H. J. Gompertz, Douglas Edward Clark, John Cree, Berend Dirk Kapteyn, Paul Edward Heinrich William Kell, Waldemar Werkand, and Ernest Gaster. The Hon. Mr. Attorney General, addressing the jury, stated that the facts were briefly that on the night of the 2nd August, the prisoners were on a junk of which they formed part of the crew, and which was anchored in Deep Bay. During the earlier part of the night a dispute arose between the crew and the master, and as it is stated, the crew later on murdered him. There were on board at the time, besides the crew, the master, his wife, his son—a mere youth—and daughter, a girl aged fifteen, and a nephew, about twelve years of age. The crew, who were alleged to be peaceful fishermen, refused to accede to their request, and, renouncing his peaceful calling, turned pirate. The master at the same time threatened that if the men persisted in asking him to turn pirate, he would dismiss them from the junk and engage other men. The men then appeared to have held a consultation amongst themselves, with the result that they resolved to mutiny. This they did at once, and seizing bamboo poles they "went for" the master and his wife, but exactly what happened then is only matter of conjecture, for the daughter was asleep below, and they at once locked up the nephew below. But the nephew would state that he heard a great deal of disturbance and noise on deck, and then a splash, and a voice called "We've got rid of the master." Shortly after this the boy was released and taken on the deck of the junk, and the ringleader of the gang asked him to become a pirate with them, offering him every inducement to do so, and holding out attractive possibilities of speedy wealth and ease, with no risks and no fear of capture. The boy, however, was not to be induced to relinquish his peaceful avocation, and was firm in his refusal to join the pirates. Finding all persuasions useless, they took hold of the boy and flung him into the sea. But he managed to seize hold of a pole, or some other floating timber, and so kept himself afloat, and thus, immediately after he was flung into the sea, he saw the men set sail and move off. His uncle, aunt, and cousin were not on board when he was flung into the sea. After he had floated about for about six hours, he was picked up and landed, and then he went and immediately made a report to the police at Tsim-tse-tong, where what happened happened. Sergeant Wilden was detailed on the case, and left at once for Macao, whence he traced the first prisoner to Pak-shan, and there arrested him, tracing the others later in Macao, and bringing them all, with the daughter, whom he first prisoner had kidnapped, and was endeavouring to sell, back to Hongkong. The body of the master was recovered, and was identified at the mortuary by the second wife, who lives in the Colony; the other bodies were not recovered. The men were only charged with the murder of the master, as his body only had been recovered, but in the absence of the bodies of the other two victims the prisoners could not be charged with their murder, although there could be no doubt about it that they did murder the other two. But it was for the jury to consider, after hearing all the evidence, whether the prisoners were guilty of the murder of the son or not, about which there could be no question. Evidence was then called in corroboration of the above facts.

The case being closed, the jury retired to consider their verdict, and after some deliberation returned a verdict of manslaughter against all the five prisoners, who were thereupon sentenced to fifteen years' imprisonment with hard labour each.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE PUBLIC ESTABLISHMENTS.

CONTROL BY GOVERNMENT BOARD.

VICEROYS PASSED OVER.

[From Our Own Correspondent.]

Shanghai, 21st September, 11 a.m.

An Imperial Rescript has been issued at Peking. It is to the effect that the Army Reorganisation Council shall take over the control of all arsenals, factories, etc., within the Empire from the Provincial Viceroys and Prefectural Governors.

This Rescript is considered as a great step towards the centralisation of the control of all public establishments and institutions in China, thus solidifying the power of the Central Government.

THE BRITISH FLEET.

AT PORT ARTHUR.

[From Our Own Correspondent.]

Shanghai, 21st September, 11 a.m.

The British Fleet have been accorded a cordial reception at Port Arthur and have been entertained in an enthusiastic manner.

Vice-Admiral Sir Arthur Moore has proceeded to Dalny.

[N. C. D. News.]

Mutual Concessions in Manchuria.

Tokio, 15th September.

The Russian Government is said to be ready to acquiesce in Japan's proposal that the terms of the Suppik Treaty should be so far abrogated as to allow Russians and Japanese to travel freely in South and North Manchuria.

The Japanese Consular Service.

IMPENDING CHANGE.

Tokio, 15th September.

Mr. Matsushita Kato, hitherto Japanese Resident in Chemulpo, is to succeed Mr. Ijima as Consul-General at Tientsin.

Mr. Ijima has been designated Councillor to the London Embassy.

THE HARBOUR COLLISION.

COSSWAIR DISCHARGED.

Mr. H. H. J. Gompertz, presiding as Coroner, and a jury, conducted an inquiry at the Magistrate's Court, this afternoon, into the circumstances surrounding the death of the two children who were drowned in the harbour, off Bowington Canal, on the night of the 13th instant.

The coxswain of the launch *Kaisha's* steam launch *Atika*, who was alleged to have been the cause of the two children's death, through colliding with their sampan, was represented by Mr. C. F. Dixon, of the office of Mr. John Hastings.

The evidence given by the parents of the deceased children, who were rescued from the water by other sampans, was to the effect that on the night in question they were at anchor at a buoy near Bowington Canal. The sampan showed a light. Suddenly they were struck amidships by a steam launch, and the sampan was overturned. The two children, who were asleep at the time, were thrown into the water and drowned.

The coxswain averred that there was no light on the sampan.

Medical evidence as to the cause of death was next heard, after which his Worship addressed the jury.

After a short consideration the jury returned a verdict of "accidental death," and the coxswain was discharged.

HONGKONG CRICKET CLUB.

The match Probables v. Possibles postponed from Saturday, the 16th instant, will be played to-morrow commencing at 2 p.m. sharp.

PROBABLES.—

1 Mr. R. Hancock, 2 Mr. W. C. D. Turner, 3 Mr. T. E. Pearce, 4 Mr. H. W. Woodward, 5 Mr. C. H. Mackay, 6 Mr. H. E. Stanger, 7 Mr. W. A. Powell, 8 Mr. R. E. O. Bird, 9 Mr. W. E. Dixon, 10 Capt. H. W. Smith, 11 Lt. Lucy, R.A.

POSSIBLES.—

1 Mr. G. E. Morell, 2 Mr. T. Sercombe Smith, 3 Mr. E. A. Fowler, 4 Mr. Walter Daniel, 5 Mr. R. A. B. Ponsby, 6 Mr. W. J. Daniel, 7 Mr. W. Peake, 8 Lt. Hopp, R.A., 9 Lt. Graham, R.W.K., 10 Dr. Kerrie, R.A., and 11 Mr. A. N. Other.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Imperial of China*) 23rd inst.
American (*Hongkong Maru*) 24th inst.
German (*Prins Ludwig*) 24th inst., p.m.
Indian (*Tartar*) 25th inst.
Canadian (*Tartar*) 28th prox.

The Great Northern s.s. *Dakota* arrived at Yokohama on Sunday, the 16th inst.

The I. C. S. N. Co.'s s.s. *Sutong* from Calcutta and the Straits left Singapore for this port on 19th inst., at 11 a.m.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Shanghai at 11 a.m., on Thursday, the 20th inst., and leaves again at 8 p.m., same day for Hongkong where she is due to arrive at 9 a.m., on Sunday, the 23rd inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE STRANDED "MONGOLIA."

"ANEKAWA MARU" TO ACT AS SALVER.

[From Our Own Correspondent.]

Shanghai, 21st September, 11 a.m.

The converted cruiser *Anekawa Maru* will try to tow off the stranded *Mongolia*.

[Reuter's.]

The Wreck of the "Mongolia."

The underwriters of the *Mongolia* have decided to despatch a Danish salvage steamer to the scene of the wreck. The steamer will take a fortnight to arrive.

Great Forest Fire in France.

London, 19th September.

A great forest near Cannes is on fire. Already upwards of forty thousand acres have been burned. Troops are endeavouring to limit the fire which is fanned by a high wind.

New British Steamship Line.

A new British line of thirteen steamers has been formed to compete for the traffic between Hamburg and the Far East. The first sailing will be on the 20th October.

Sailings will include: Siam, Indo-China, Manila, Java, China, Japan, Dalny, and eventually Port Arthur, Vladivostok, Madagascar, Réunion, and Mauritius.

Later.

Russia.

The Tsar has prolonged his cruise, and will not attend the funeral of General Trepoff.

Disturbances in Morocco.

Serious disturbances have occurred at Casablanca, where the followers of Maclain, a fanatical sorcerer from Bahara, have looted the French shops and endeavoured to raise an anti-Christian movement. Similar disturbances have taken place in the neighbourhood of Tangier.

The French press urges the immediate establishment of the Franco-Spanish police force.

The Garter.

H. R. H. The Duke of Connaught has arrived at Karlsruhe where he invested the Grand Duke of Baden with the Order of the Garter.

A RECKLESS MOTORMAN.

REFUSED TO STOP AFTER ACCIDENT.

A motorman named Li Un, employed by the Electric Tramway Company, and driver of car No. 26, got off lightly at the Police Court this morning, and he has to thank his stars that he was not in some Western State of America when he drove his car against the ricksha of the Chilean Consul, throwing that gentleman out and doing serious damage to him, for his car would have been demolished and the chances are that Li Un would be a patient for hospital. However, this is not the country where lynching can be put into effect, so Li got off with a nominal—the Ordinance calls it the maximum—fine.

The charge against the motorman was made out by Inspector Gourlay, in the name of Mr. J. Cascon Ch. Gonzalez de Bernedo, and it was to the effect that the said Li Un, then driving the motorcar 26, unlawfully did neglect to sound his bell while coming up behind ricksha 1051, on the Praya East, at 1.15 p.m., on the 15th instant.

To this charge the defendant pleaded not guilty.

The evidence of the Consul was to the effect that on the day in question he was in a ricksha, travelling eastwards. His ricksha was on the tram lines. When near the French Convent he looked round, and so did the ricksha coolie, and they saw defendant's tram about six yards behind them, and travelling at a pretty good rate. Immediately this was seen the coolie made to clear the track, but the car struck the vehicle, and pitched it to one side of the road. Both the Consul and the ricksha pulled had a narrow escape of being thrown into the sea. Instead of waiting to see what form the accident would take, continued the witness, the defendant went ahead, and had witness not given chase and overtaken the car while it was stationary at the corner of Ship Street the defendant would have gone ahead without taking the slightest notice. The result of the accident was that defendant had, his nose injured, his knees seriously cut, and bruises on his arms and feet. Concluding, the Consul said that defendant made no attempt to apply his emergency brake when he saw that the collision could not be avoided. He wanted no compensation, but wished the man to be punished as a deterrent to others.

The defendant denied all that was said, but his Worship hushed him up with, "Convicted." The different law-books were referred to and it was seen that the maximum penalty was \$10! His Worship imposed the full penalty on the defendant, and ordered him to give the ricksha coolie \$2 as compensation.

This decision, it was alleged, was not satisfactory to the Consul, and we are given to understand that damages will be sought for against the Company.

THE JAPANESE SEAL POACHERS.

A LIGHT SENTENCE.

According to a Washington message to the *Asahi*, the Japanese seal-poachers charged at Valdes with poaching at the Teutian Islands, have been sentenced to three months' imprisonment.

It is believed that this light sentence has been passed—says the dispatch—owing to the desire of the United States to avoid complications with the Japanese Government.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Indo-China \$74, Shell Transports 27/6, Hongkong Docks \$15, Shanghai Docks \$15, 1884, Humphreys, Estates \$14, Dairy Farms \$17, Electric \$14, Tramways \$21.5.

Sellers:—Hongkong Banks \$800, Unions \$28, Canton \$210, Hongkong Fires \$274, 11 K. C. and M. Steamboats \$25, China and Manila \$24, Douglas \$47, Raubs \$31, Kowloon Wharves \$27, Hongkong Lands \$10, West Point \$50, Cottons \$14, China Borneo \$10, China Providents \$9.60, Green Islands \$12, Ices \$130, Ropes \$20, China Light and Power \$10, Watsons \$13, Powells \$10.

Sales:—Hongkong Banks \$800, Indo-China \$74, National Banks \$47, China Fires \$93, China Sugars \$158, Hongkong Wharves \$15, 240, Hongkong Hotels \$115, Ewo Cottons \$15, 76.

TO-DAY'S EXCHANGE.

Bank T.T. 2 7/16
Do. demand 2 21/2
4 months' sight 2 13/16
France—Bank T.T. 2 7/16
America—Bank T.T. 5 3/4
Germany—Bank T.T. 2 25/32
India T.T. 16 1/2
No. demand 16 1/2
Siam—Bank T.T. 2 7/16
Singapore T.T. 6 1/2 prem
Bank T.T. 10 1/2
No. demand 10 1/2
Selling.
6 months' sight L/C 2 3/4
6 months' sight L/C 2 3/4
12 months' sight San Francisco & New York 5 1/2
6 months' sight do. 5 1/2
10 days' sight Sydney and Melbourne 2 3/4
4 months' sight France 2 28 1/2
6 months' sight 2 28 1/2
4 months' sight Germany 2 30
Bar Silver 31 9/16
Bank of India 4 1/2
S. 9/67

The origin of the mariner's compass in China is discussed in the *Monist* by Friedrich Hirth. He assumes that the magnetic needle was seen by Arab traders on the coast of China in the hands of geomancers, but it was applied by them to navigation and was then brought back to China as the mariner's compass. There is a legend of "south-pointing chariots" reaching back 2,500 years before Jesus Christ.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batt., "The Queen's Own" (Royal West Kent Reg.), will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 22nd inst.:

March—"Victory Nelson" Zehle
Overture—"The Girl in the Red" Zehle
Selection from—"The Girl in the Red" Zehle
Valse—"Caresante" Zehle
Intermezzo—"Salome" Zehle
Song—"The Girl in the Red" Zehle
Selection from—"The Girl in the Red" Zehle
Gold Save the King.

According to the *Japan Chronicle*, Messrs. Meier & Co., of Chemulpo, have established a regular fortnightly service of steamers between Shanghai, Chefoo, and Tairen, and between Chemulpo and Nagasaki, Fusan, Geosan and Vladivostok. Three steamers are at present engaged in the service, and the first—the Norwegian steamer *Jasen*—arrived at Tairen on Sunday morning, leaving for Chefoo the same day. This is the first foreign steamer to visit Tairen since the Japanese occupation of the port.

To-day's Advertisements.

CITY AND HILL DISTRICT WATERWORKS.

GOVERNMENT WORKSHOP.

REQUIRED as WORKSHOP OVERSEER to take charge of the above an European trained mechanic having a sound knowledge of machine and fitting work, and capable of undertaking repairs to steam engines and pump-work. He must also be able to keep proper accounts of the men's time and all stores issued and received. Salary at the rate of £140 rising to £270 a year by £15 triennially. The appointment to be temporary one subject to a month's notice on either side in the first instance.

Applications with copies of testimonials to be addressed to the Director of Public Works not later than Noon on MONDAY, the 1st proximo.

W. CHATHAM,

Director of Public Works.

Public Works Department, Hongkong, 21st September, 1906. [930]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

ON TUESDAY AND WEDNESDAY,

the 25th and 26th September, 1906, commencing each day at 10 A.M. sharp, at

H. M. NAVAL YARD,

SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES,

Comprising—

BOATS' ENGINES and BOILERS,

LATHE, TURNABLE, ANCHORS,

MOORING SINKERS, RIGGING, TWO CRANES, BOATS, OLD CABLE CHAIN,

ELECTRIC CABLE, STEEL WIRE HAWERS, BRASS, COPPER, IRON,

PAPER-STUFF, CANVAS, FURNITURE, MISCELLANEOUS TOOLS, BLANKETS,

WINTER CLOTHING and MATERIALS, CASK STAVES, KNEE BOOTS, SUR-

PLUS PROVISIONS including MARMALADE and COFFEE, OFFICERS' MESS TRAPS, TOBACCO, &c., &c., &c.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,

Government Auctioneers, Hongkong, 21st September, 1906. [934]

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, SEPTEMBER 22ND, 1906.

DINNER.

HORS D'OEUVRES.

Macassar Fish and Olive Croutons.

SOUP.

Clear Windsor.

FISH.

Stewed Fish and Tomato Sauce.

ENTREES.

Lamb Cutlets and Maceoine.

Braised Fillet of Beef and Madeira Sauce.

Mongias Fatties.

CURRY.

Malay.

JOINTS, &c.

Roast Bird of Beef and Yorkshire Pudding.

Roast Capon and Bread Sauce.

Boiled Bacon and Spinach.

Cold Corned Ox Tongue and Plain Salad.

SWEETS.

Rice Pudding.

Noyau Ice Cream and Finger Cakes.

Topsy Cake.

DESSERT.

Coffee. Fruits. [937]

BEST TYPEOON PICTURES.

"THE ISLAND"

WEEKLY ILLUSTRATED PAPER.

20 CENTS CASH.

Order at once.

Hongkong, 21st September, 1906. [938]

THE BEST BEER BREWED IN JAPAN

IS

THE FAMOUS "YEBISU" BEER.

UNRIVALLED FOR

PURITY, LIGHTNESS

AND WHOLESOMENESS.

WHAT Japan has shown to the World

in the late War can also convince

Cognoscenti in the excellence of her Pro-

duction of this Famous "YEBISU BEER."

Per Case 8 doz. pis. \$15.50

Per doz. \$1.90

H. PRICE & CO.

Hongkong, 21st September, 1906. [936]

PARTICULARS AND CONDITIONS OF

the letting by Public Auction Sale, to be

held on MONDAY, the 24th day of September,

1906, at 3 p.m., at the Office of the Public Works

Department, by Order of His Excellency the

Governor, of One Lot of CROWN LAND,

at Bowen Road, in the Colony of Hongkong,

for a term of years.

PARTICULARS OF THE LOT.

No. of Lot.

Regulatory No.

Locality.

Boundary Measurements.

N. S. E. W.

ft. ft. ft. ft.

100 83 155 114

10,200 24 335

1910

In the Matter of Ordinance No. 2 of

1892, AND

In the Matter of THE PETITION OF

LINTYPE AND MACHINERY

LIMITED, Lintotype and Printing

Machinery Manufacturers, of 188 and

189 Fleet Street, London, England,

for Letters Patent for the exclusive

use within the Colony of Hongkong of

an Invention for "Improvements in or

relating to the composing mechanism

of linotype machines," corresponding

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"MENELAUS"	27th September.
GLASGOW AND LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th September.
HAVRE, ROTTERDAM & LPOOL	"KINTUCK"	30th "

* Taking Cargo for Liverpool at London Rates.
† Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND MAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, (via NAGASAKI, KOBE and YOKOHAMA)	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	29th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHINGTU"	22nd September.
SHANGHAI	"SHAHSING"	24th "
TIENSIN	"LIANGCHOW"	24th "
MANILA	"TRAN"	25th "
SHANGHAI	"KIUKANG"	27th "
SHANGHAI	"YOOHOW"	28th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st September, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUH	2540	R. Almond	MANILA (DIRECT)	MONDAY, 24th Sept., at 6 P.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 29th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st September, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING,
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS.	DESTINATIONS.	TO SAIL.
BRIS AVIA	SHANGHAI, KOBE AND YOKOHAMA	28th September.
HABSBURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.
SEGOVIA	YOKOHAMA AND KOBE	Beginning of October.
SITHONIA	SHANGHAI, KOBE AND YOKOHAMA	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	28th October.
ANDALUSIA	SHANGHAI, KOBE AND YOKOHAMA	31st November.
AMERICA	SHANGHAI, YOKOHAMA AND KOBE	22nd November.

HOMEWARD.

STEAMERS.	DESTINATIONS.	TO SAIL.
LIBERIA	FIUME AND TRIEST	25th September.
Kier	Via SINGAPORE, PENANG AND COLOMBO	10th October.
SENEGAMBIA	HAVRE, ANTWERP AND HAMBURG	16th October.
Capt. Peter	Via SINGAPORE, PENANG AND COLOMBO	2nd November.
SUEVIA	HAVRE, BREMEN AND HAMBURG	16th November.
Capt. Knaebel	Via SINGAPORE, PENANG AND COLOMBO	30th November.
HABSBURG	HAVRE AND HAMBURG	14th December.
Capt. Filler	Via SINGAPORE, PENANG AND COLOMBO	28th December.
BRISGAVIA	HAVRE AND HAMBURG	11th January.
Capt. Hildebrandt	Via SINGAPORE, PENANG AND COLOMBO	25th January.
SITHONIA	HAVRE AND HAMBURG	
Bremer	Via SINGAPORE, PENANG AND COLOMBO	
* RHEINANIA	NAPLES, HAVRE AND HAMBURG	
von Hoff	Via SINGAPORE, PENANG AND COLOMBO	
ANDALUSIA	HAVRE AND HAMBURG	
* HOHENSTAUFEN	NAPLES, HAVRE AND HAMBURG	
Capt. Schmidt	Via SINGAPORE, PENANG AND COLOMBO	
ALESIA	HAVRE AND HAMBURG	
Capt. Luning	Via SINGAPORE, PENANG AND COLOMBO	

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerwoman.

The "RHEINANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HAUSBURG", s.s. "HOHENSTAUFEN", s.s. "SCANDIA", and s.s. "SILVANIA".

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL.
DAPHNE	NAGASAKI AND WLADEVOSTOCK	Beginning of October.
KOWLOON	SHANGHAI AND CHINKIANG	To follow.
LYDIA	SHANGHAI AND CHINKIANG	To follow.

* Taking Cargo at through rates to Tsingtao and Chemulpo.
For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked † to
SIEMSEN & CO.

Hongkong, 21st September, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA.	FOOKSANG	SATURDAY, 22nd Sept., 3 P.M.
TIENSIN VIA SWATOW & CHEFOO.	CHIPSHING	SUNDAY, 23rd Sept., Daylight.
SHANGHAI	KWONGSANG	MONDAY, 24th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA.	KUTSANG	THURSDAY, 27th Sept., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 21st September, 1906.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"
Captain St. John George, will be despatched for
the above Ports, on SATURDAY, the 29th
instant, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.

M.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th September, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
and IQUIQUE, VIA JAPAN PORTS.
Will be sent to VALPARAISO if sufficient
inducement.

THE Steamship

"KASADO MARU," 6,000 tons.
Taking Freight and Passengers to other
Western Coast Ports of South America.

The above Steamer has splendid Accom-
modation and is fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried.
For further information, apply to

K. MATSUDA,
Manager,
York Building.

Hongkong, 17th September, 1906.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 20th September, 1906. 100 cts. = \$ Mex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	15
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lau	30
" Sausages—Ngau Yuk Chung	26
" Know—per set	10
Bullock's Brains—	50
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	80
" Heart—Ngau Sum	12
" Hump, Salt—Ngau Kin	20
" Feet—Ngau Kerk	7
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	17
" Liver—Ngau Con	12
" Tripe (undressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai	100
Head—keok	100
Mutton Chop—Yeung Pai Kwat	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	24
Pigs' Chittlings—Chi cheong	24
" Brains—Chi Know	per set
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	10
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	pair
" Liver—Chi Kon	25
Pork, Chop—Chi Tai Kwat	23
" Corned—Ham Chu Yuk	—
" Leg—Chu Pei	23
" Fat or Lard—Chu Yau	15
Sheeps' Head and Feet—Yeung Tau	55
" Keok	Set
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	24
Sucking Pigs, To Order—Chu Chai	—
Suet, Beef—Sang Ngau Yau	16
" Mutton—Sang Yeung Yau	24
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	—

POULTRY.

Chicken—Kai Chai	27
Capons, Large, Small—Sin Kai	31
Ducks—Ap	20
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	—
" Hainan—Hoi Nam Kai	—
Geese—Ngo	—
Geese, Wild Shanghai—Sheung Hoi Ye	pair
Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	—
Partridge—Che Khoo	—
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
Hohow—Hohow Pak Kup	—
Quail—Um Chun	—
Rice Birds—Wo Fa Cheuk	doren
Snipe—Sa Chui	each
Turkeys, Cook—Fo Kai Kung	—
" Hen—Na	—
Wild Ducks, Shanghai, Sui-ap	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	—
Ap	per pair

FISH.

Barbel—Ka Yu	16
Bream—Bin Yu	18
Canton Fresh Water Fish—Hoi Sin Yu	24
Carp—Li Yu	20
Catfish—Chik Yu	13
Codfish—Mun Yu	20
Crabs—Hai	18
Cuttle Fish—Mok Yu	14
Dab—Sa Mang Yu	16
Dace—Wong Mei Lun	12
Dog Fish—Tit Tu Sa	10
Eels, Congor—Hai Man Yu	16
" Fresh water—Tam Sui Yu	28
" Yellow—Wong Sin	24
Frogs—Tien Kai	32
Gardou—Sek Pan	60
Gudgeon—Pak Kup Yu	12
Herrings—Tao Pak	22
Halibut—Cheung Kwan Yu	24
Halibut—Wong Fa Yu	18
Loach—Wu Yu	40
Loasters—Lung Ha	10
Mackerel—Chi Yu	13
Monk Fish—Mon Yu	18
Mullet—Chai Yu	24
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	16
Perch—Tau Loo	10
Pike—Fa Paw Poong	22
Plaice—Pan Yu	24
Pomfret, Black—Hak Chong	24
Pomfret, White—Pak Chong	38
Prawns—Ming Ha	31
Rock—Pei Pa Sa	10
Rock Fish—Sek Kau Kung	16
Roach—Chun Yu	28
Salmon, (Cton), fresh water—Ma Yau	31

Shark—Sa Yu	10
Skate—Po Yu	11
Shrimps—Ha	24
Snapper—Lap Yu	28
Soles—Tat Sa Yu	31
Tench—Wan Yu	18
Turbot—Cho How Yu	20
Turtles, small, fresh water—Keok Yu	56
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Van	18
Apples, (California)—Kam San Ping	25
" (Chefoo)—Tin Chun Ping	—
" (Small)—Hoi Tong	6
" Custard—Fai Lai Chi	7
Bananas, fragrant, Canton—Sang Sheng	3
Heung Chiu	4
(brides), Macao—San Heung Chiu	—
Chestnuts, Chinese—Fong Lut	10
Chambola—Yeung Tou	9
Cocoanuts—Yeh Tsz	each
Grapes—Sin Tai Tsz	—
Lemons, China—Ning Moong	7
" Amer.—Kun San Ning Moong	7
Lichees, Dried—Lai Chi Con	54
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	7
Moong	each
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tsz	dos.
Oranges, (American)—Sang Sheng Tim	—
Chang	each
Small—Tai Kut	caty
Mandarin—Tim Kut	—
Olives—Pak Lam	—
Passion Fruit	dozen
Pears, (American)—Kam San Shut Li	13
" (Canton), Cooking—Sa Li	10
" (Shanghai)—Sheung Hoi Li	12
Peanuts, Fa Sang	10
Perseimons Large, Hung Chie	10
Pine-apples, 1st quality—Sheung Poon	—
" 2nd quality—Chung-tang	—
" Paw-law	—
" 2nd cocking—Chung-tang	—
Platams—Tai Chen	2
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau	15
Walnuts, Hop Tou	12
Green—Sang Hop Tuo	—

VEGETABLES, &c.

24	Artichokes, Shanghai—Sheung Hoi Ah	
20	Chi Chuk	lb
20	Beans, (French) Macao—Oh Moon Pin	
	Tau	
	Beans, (French), Shanghai—Sheung Hoi	
	Pin Tau	
27	Beans, Sprout—Ah Choi	
	Beans Long—Tau Kok	
32	Beet Root—Hung Choi Tau	each
30	Brinjals, Green—Cheung Yuen Ker	
—	Brinjals, Red—Hung Ker	
—	Brusica—Pak Choi	
36	Bamboo Shoots—Chook Shun	
32	Cabbage, Chinese, com.—Kai Choy	
25	Cabbage Root—Kai Lan Tau	each
33	Cabbage, (Shanghai)—Yeh Choi	
	Cane Shoots, bunch—Kau Shun	
	Cauliflower, Large size—Tai Yeh Choi	
	Fa	each
	Cauliflower, Medium size—Cheung Yeh	
	Choi-fa	each
	Cauliflower, Small size—Sai Yeh Choi-fa	
	Carrots—Kam Shun	
27	Celery, Chinese—Tong Kan Choy	
	Celery, English—Yeung Kan Choi	
24	Celery, White—Pak Yeung Kan Choi	
—	Chilles Dried—Con Lat Chiu	
—	" Red—Hung Fa	
25	" Green—Cheng Lat Chiu	
60	Curry Stuff, English—Ka Lee Choi Liu	
45	Cucumbers—Cheng Kwa	
	Bitter Squash—Fu Kwa	
—	Garlic—Suen Tau	
—	Ginger, young—Sun Tsz Keung	
	" old—Lo Keung	
	Horseradish, Shanghai—Lik Kan	
16	Indian Corn—Suk Mai	piece
	Lettuce—Yeung Sang Choi	each
	Water Chestnuts—Ma Tai	
	" Mandarin—Kwei Lum Ma Tai	
18	Musk Melon	
10	Mushrooms Fresh—Sang Cho Kho	
24	Onions, Bombay—Yeung Chung Tau	
20	" Green—Sang Chung	
13	" Shai—Sheung Hoi Chung Tau	
	Japan—Yat Poon	" "
20	Okroes—Mo Ker	
17	Parsley, English—Yeung Un Sai	lb
14	Gradus Pea	
16	Green Peas—Cheng Tau	
12	Potatoes, Sweet—Fan Shu	
10	" Shanghai—Sheung Hoi Shu	
16	" Tsai	
28	" Japan—Yat Poon Shu Tsai	
24	" American—Fa Ki	" "
32	" Foochow—Fuk Chau Shu Tsai	
60	Macao—Oh Moon	" "
18	Pumpkin—Toong Kwa	
16	Radish—Hung Lo Pak Tai	doren
22	Rhubarb	
18	Shalots—Con Chung Tau	
18	Spinage (Chinese)—Faw Choi	
40	Spinach—Yin Choi	
13	Tomatoes—Fan Ker	
28	Taro—Wu Tau	
22	Turnips, Pun-ti (Long)—Low Pak	
20	" English—Yeung Low Pak	piece
16	Vegetable Marrow—Chit Kwa	
18	Water Cress—Sai Yeung Choi	
16	" Calrops—Lan Kok	lb
22	" Lily Roots—Lin Ngau	" "
22	Yams—Tai Shu	

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"
Capt. J. H. Hyde, R.N.R., leaving His Majesty's
Mail will be despatched from this for BOM-
BAY, TO-MORROW, the 22nd September,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. China, 7,912 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 3rd November, 1906.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 21st September, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEIL-
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "SALAZIE."

Captain A. Aitland, will be despatched for MAR-
SEILLES on TUESDAY, the 2nd October,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. OCEANIAN 16th October.
S.S. TOURANE 30th October.
S.S. TONKIN 13th November.
S.S. ARMAND BEHC 27th November.
S.S. ERNEST SIMONS 11th December.
G. DE CHAMPEAUX,
Agent.

Hongkong, 19th September, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.
\$22.50

WHISKY, PALL MALL

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, DOM.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

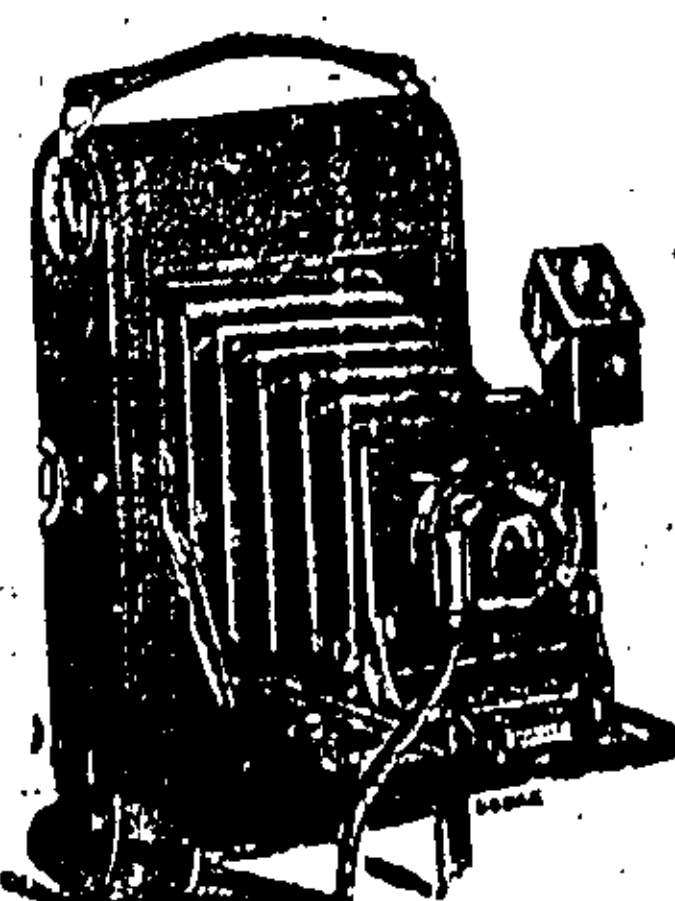
ESTABLISHED 1856

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES

&c., &c., &c.



DEPOT

FOR
EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Requires PROMPT and CAREFUL ATTENTION.
Hongkong, 20th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN PERCENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$127,350 \$150,000	\$1,712,472	{ \$1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906 \$2 (London 3/6) for 1903	5 1/2 %	{ \$800 London 403.10/- \$47
National Bank of China, Limited	60,025	£7	£6	\$1,000,000 \$147,895	\$74,099	\$20 for 1904	6 1/2 %	\$325 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 8 1/2 sellers
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 \$147,895	Tls. 302,053	Interim div. of 5/30 for 1905	4 1/2 %	\$785 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$147,895	\$2,792,271	Interim div. of 5/30 for 1905	4 1/2 %	\$785 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$147,895	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000 \$147,895	\$344,098	\$6 for 1904	6 1/2 %	193
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$147,895	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$21	\$6,000 \$204,638 \$88,941	\$6,563	\$14 for 1905	6 1/2 %	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$144,380 \$120,000 \$280,958 \$3,009	Nil.	\$33 for year ended 30.6.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$600,000 \$144,380 \$120,000 \$280,958 \$3,009	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$27 sellers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$1,000,000 \$147,895	£2,452	10/- @ ex. 2/1 9/16 = \$4.69	6 1/2 %	\$74
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 400,000	Tls. 23,156	Interim div. of Tls. 2 1/2 a/c 1906	9 %	Tls. 56 sales
Do. (Preference)	100,000	£1	£1	£4,144	£107,815	1/- (Coupon No. 6) for 1905	4 %	Tls. 50 buyers
Shell Transport and Trading Company, Limited	200,000	\$10	\$10	\$600,000 \$32,957	\$218	{ \$1.50 } for year ending 30.4.1906	{ 5 1/2 % 3 1/2 %	\$29 \$20
Star Ferry Company, Limited	10,000	\$10	\$5	Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	13,013	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$850,000 \$150,000 \$86,120	\$40,914	Final of \$15 making \$25 on 1905	15 1/2 %	\$158 buyers
SUGAR.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	\$132,588	\$3 for 1897	...	\$22 sellers
Luzon Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 85 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 85 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£80,000 £26,611	£13,355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	100,000	G \$10	G \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G \$14 nominal
Sub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	\$70,000	\$8,915	\$1 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£10	£5	\$50,000 \$65,160 \$49,500	\$20,040	\$2 1/2 for a/c 1906	6 %	\$100
Whampoa Dock Company, Limited	10,000	\$50	\$50	\$88,000	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$150 buyers
Amoy Dock Company, Limited	10,000	\$50	\$50	\$88,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	10,000	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	\$1 for Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 108 buyers
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 240 ex d. sa.
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	10 %	Tls. 102
Hotel House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	\$29,516	\$8,418	\$3 for year ended 30.6.1906	10 %	\$30
Central Stores, Limited	24,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	...	\$18 buyers
Do. (Founders)	123	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	...	\$18 buyers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$648,975 \$19,075	110,057	\$5 for first half-year for 1906	8 1/2 %	\$115 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000	169,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	Tls. 52,783	Tls. 1,933	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited	10,000	\$100	\$100	\$600,000 \$208,386	\$4,699	Final of \$6 making \$10	10 %	\$100
Lumleys Estate & Finance Company, Limited	10,000	\$10	\$10	\$50,000	\$5,070	80 cents for 1905	7 %	\$39
Kowloon Land and Building Company, Limited	10,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 105 sales
West Point Building Company, Limited	10,000	\$50	\$50	none	\$772	Interim div. of \$2 account 1906	8 %	\$40
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 76 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	\$110,000	\$21,650	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13 1/2 ex div.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 68 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 18,436	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 330 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	8 %	\$87 1/2 sales
Bell's Asbestos Eastern Agency, Limited	8,064	12/6	12/6	£814	\$856	1/3 per share for 1905	8 1/2 %	\$32
Campbell, Moore & Co., Limited	60,000	\$12	\$12	none	Nil.	\$3 for 1904	9 1/2 %	\$32
China-Borneo Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	\$1 for 1905	14 1/2 %	\$107 sellers
China Flour Mill Co., Limited	50,000	\$10	\$10	none	\$1,219	Final of Tls. 5 making Tls. 10 for 1905	6 %	Tls. 70 sellers
China Light and Power Company, Limited	100,000	\$10	\$10	\$8,000	\$1,191	\$2 for year ended 28.2.06	8 1/2 %	\$104
China Provident Loan & Mortgage Company, Ltd.	25,000	\$7 1/2	\$6	\$25,000	\$2,364	80 cents for 1905	7 %	\$96.60
Dairy Farm Company, Limited	200,000	\$10	\$10	\$410,000 \$500,000	\$52,391	\$1.20 for year ending 31.7.1905	9 %	\$17 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$186,000	\$20,893	Int. div. of 75 cents for 1-year ended 30.6.06	10 1/2 %	\$21 1/2 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	none	\$2,568	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$1.00 } for 12 months ending 28.2.06	8 1/2 %	\$14 1/2 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$3,796	{ 65 cents } for 12 months ending 18.10.05	10 1/2 %	\$215 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$2,770	Int. div. of \$2 for 1-year ended 30.6.06	8 %	\$230
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$60,000	\$5,813	\$2 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,500	\$88	Final of 50 cents making \$1 for the year	12 1/2 %	\$7 1/2 buyers
Maatschappij tot Exploitatie van Landbouwen- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,503 Tls. 27,003	Tls. 10,374	{ Third interim div. of Tls. 7 1/2 making } { Tls. 22 1/2 so far a/c yr. ended 31.10.06 ..	9 1/2 %	Tls. 237 1/2 ex div.
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 37,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 150 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 8,000 Tls. 24,820 Tls. 25,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 100,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	6 1/2 %	Tls. 82 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	none	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 } { Interim div. of 5/- for 1-year 1906 } None	...	Tls. 165 Tls. 180 \$6
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$41,034	50 cents for year ended 31.5.05	6 1/2 %	\$22 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105
Saint Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 1,012	{ 70 cents } for year ended 31.5.1906	8 1/2 %	\$8
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$25,000	\$752	{ 39.50 } for year ended 31.5.1906	6 1/2 %	\$150
Do. (Founders)	100	\$10	\$10	\$300,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$325,000	\$5676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10
William Powell, Limited	15,000	\$10	\$10	\$4,500				